

**SPECIFICATION AMENDMENTS:**

Please replace the paragraph bridging pages 1 and 2 with the following amended paragraph:

--As previously mentioned, the ride-on electric vehicles for children usually imitate the structure of the real vehicles. They also have a shifting mechanism. The general ride-on electric vehicles for children generally have speed shifting and ~~forward~~ forward and backward shifting functions. A shift bar is usually provided to achieve the shifting function. The conventional electric vehicles generally have separated shift bars to control speed and positive and reverse rotation. Such a design could easily shift to a high speed and reverse condition, and become very risky. Another example is U.S. Patent No. 5,644,114. It has an actuator to control shifting of speed and motor rotation direction. The actuator is pivotally installed and may be rocked to trigger switches that are in parallel with the actuator to accomplish the shifting effects. As the actuator is rocked about a pivotal point to perform shifting directly, children often cannot precisely shift to the desired speed or direction. As a result, control is difficult and risky conditions frequently occur.--

On page 3, between lines 19 and 20, please insert the following new paragraph:

--Figs. 11-17 show various alternative shifting sequences according to other aspects of the invention.--

Please replace the paragraphs starting on page 3, line 22 through page 4, line 21, with the following amended paragraphs:

--Referring to FIGS. 1, 2, 4 and 5, the shifting mechanism of the invention is installed on a desired location of an electric vehicle body. It includes housing 1, fixedly mounted on the vehicle body 10 and a guiding means, which, according to one embodiment of the invention, is a guiding slot 11. The guiding slot 11 is formed in an L-shape and includes at least a first moving path 12 and a second moving path 13 formed in a different angle or location from the first moving path. The guiding slot 11 may also be formed in other character shapes depending on design requirements, such as an N, Z, H or U shape that has continuous strokes (~~not shown in the drawings~~ Figs. 11-17).

An operation bar 2 is provided, which has a hand grip section 21 and a free end 22. Users may move the operation bar 2 to make the free end 22 ~~generating~~ generate rocking and swivel movements. The operation bar 2 further is coupled with a universal joint 3 and is installed in the guiding slot 11 through a pivot axle 4. In the embodiment the universal joint 3 includes two fan-shaped pivot slots 31 on two sides to allow the pivot axle 4 to pass through to pivotally couple on the vehicle body 10, so that the operation bar 2 may have at least two different turning directions through the universal joint 3.

Refer to FIG. 3 for a circuit device 5 of the invention. It includes a transmission motor 51, battery 52, first circuit 53, second circuit 54, first switch 55 and second

switch 56. The first switch 55 and the second switch 56 connect respectively to the transmission motor 51 and battery 52 through ~~a first line~~ the first circuit 53 and a ~~second line~~ the second circuit 54, to control high and low speed and positive and reverse rotation of the transmission motor 51. In addition, the first and second switches 55 and 56 are mounted onto the vehicle body 10 at locations touchable by the free end 22 of the operation bar 2.--